

EXECUTIVE SUMMARY

3. Apply techniques suitable to the area's investment classification.

DeIDOT will focus on two distinct approaches:

- 1) In areas designated as Communities and Developing Areas, investments will be made in new roads and to support development.
- 2) In areas designated as Secondary Developing or Rural Areas, there will be little investment in infrastructure. Tools such as limiting access and buying development rights to set aside farmland will be used in these areas.

4. Determine best future use and coordinate actions.

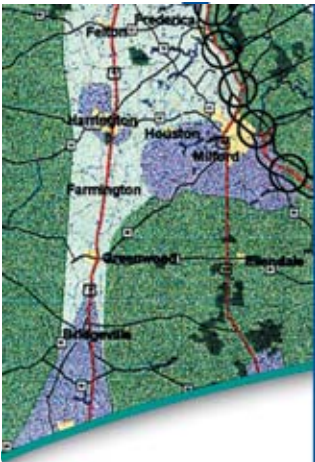
To bring parcels into conformance with this policy, if alternative access is not available or planned, DeIDOT may compensate owners by purchasing access rights, development rights, easements, or the property. Purchase of property rights shall be by mutual agreement to the maximum extent possible. Condemnation via eminent domain shall be exercised only as a last resort.

5. Extend the review process.

In addition to DeIDOT technical reviews to determine if decisions fit into subdivision and entrance criteria, the public and county and municipal governments review community and traffic impacts, site access, future rights-of-way and applicable federal, state and local laws, regulations and ordinances.

Current Corridors

Section 4 of this Guide reports on the status of each of the corridors in the current Corridor Capacity Preservation Program and gives details of public workshops held during planning.



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Background

In 1996, the General Assembly passed legislation (Section 145 of Title 17 of the Delaware Code) enabling the Delaware Department of Transportation to develop a program to protect corridors serving "predominantly statewide and/or regional travel" in the State. The law established a roadway nomination process and called for nominations of new corridors every three years through the Department's Statewide Long Range Transportation Plan. In addition to SR1, three corridors were proposed for inclusion in the original program: SR 48 (Lancaster Pike), US 13, and US 113. These three corridors were formally adopted into the program in February 1997.

The Corridor Capacity Preservation Program followed the successful completion of a voluntary program funded by FHWA and applied to a 31-mile section of SR1 between Sussex County and the Dover Air Force Base (DAFB) in Kent County.

Corridor Capacity Preservation Program Goals:

- MAINTAIN a road's ability to handle traffic safely and efficiently
- MINIMIZE the impacts of increased economic growth
- PRESERVE the ability to make future improvements
- PREVENT the need to build an entirely new road
- SORT local and through traffic

Key Concepts

1. Delay road building.

Traditional planning for new roads usually occurs after land adjacent to the roadway has developed so much that improvement options along the corridor are limited and the only way to solve the problem is to build a new road in a new location or alignment. This is an expensive approach and disruptive to communities. Corridor Capacity Preservation is needed in order to focus development toward existing locations, reduce the need for expansion of the transportation system, and otherwise advance the quality of life of Delawareans and the development policies adopted by the Cabinet Committee on State Planning Issues.

2. Base decisions on land-use strategies.

In 1999, the Governor's Cabinet Committee on State Planning Issues adopted the Strategies for State Policies and Spending, a document that outlines strategies state agencies will use to revitalize existing cities and towns while protecting the environment. It maps the state into four investment areas: Communities, Developing Areas, Secondary Developing Areas, and Rural Areas. Then it lists strategies to be applied to each of these areas.